

Utah Department of Transportation **P E R F O R M A N C E M E A S U R E S**

Measuring UDOT's
Final Four

2004

Pavement Preservation

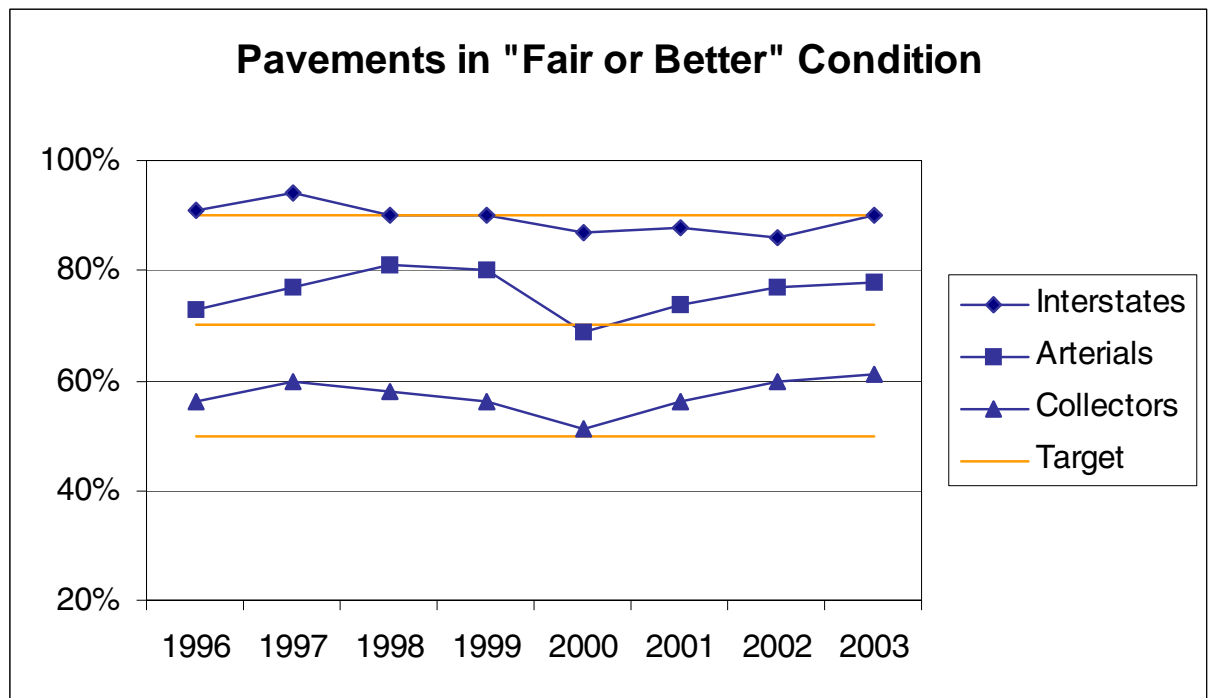
Take care of what we have

Goal: UDOT operates under the philosophy: Good roads cost less. By proactively applying well-timed treatments and other technologies to the pavement we can extend its lifetime. These activities will cost far less than having to replace pavements prematurely.

Measure: The International Roughness Index (IRI) is a statistic used worldwide to measure pavement roughness. The IRI is meant to simulate what a passenger in an automobile would feel while traveling along the roadway.

Performance Target: Using the IRI, UDOT will strive to maintain 90 percent of interstate pavements, 70 percent of arterial pavements and 50 percent of collector pavements in "fair or better" condition.

Results: In 2003 UDOT maintained 90 percent of interstate pavements, 78 percent of arterial pavements and 61 percent of collector pavements in "fair or better" condition.



Bridge Preservation

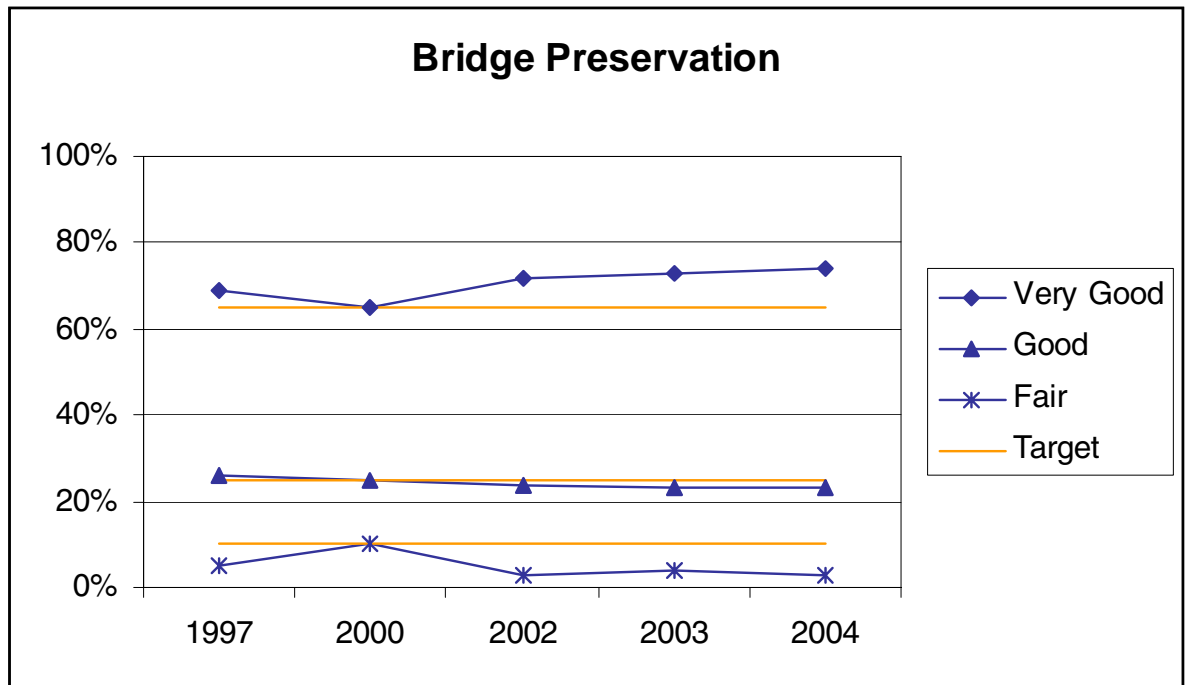
Take care of what we have

Goal: Routine inspections, sealing treatments and deck pavement projects can help extend the lifetime, stability and safety of our bridges. Ensuring these bridges are maintained in good condition is far more cost effective than rehabilitating or replacing structures that are allowed to deteriorate.

Measure: Each bridge is inspected once every two years. UDOT bridge inspectors gather more than 150 fields of data in accordance with the National Bridge Inspection Standards. From this data a condition rating is applied to each bridge.

Performance Target: UDOT will keep 65 percent or more of its bridges in very good condition, 25 percent in good condition, only 10 percent of the state's bridges will be in fair condition.

Results: Current data shows 78 percent of bridges are in very good condition, 23 percent are in good condition and 3 percent are in fair condition.



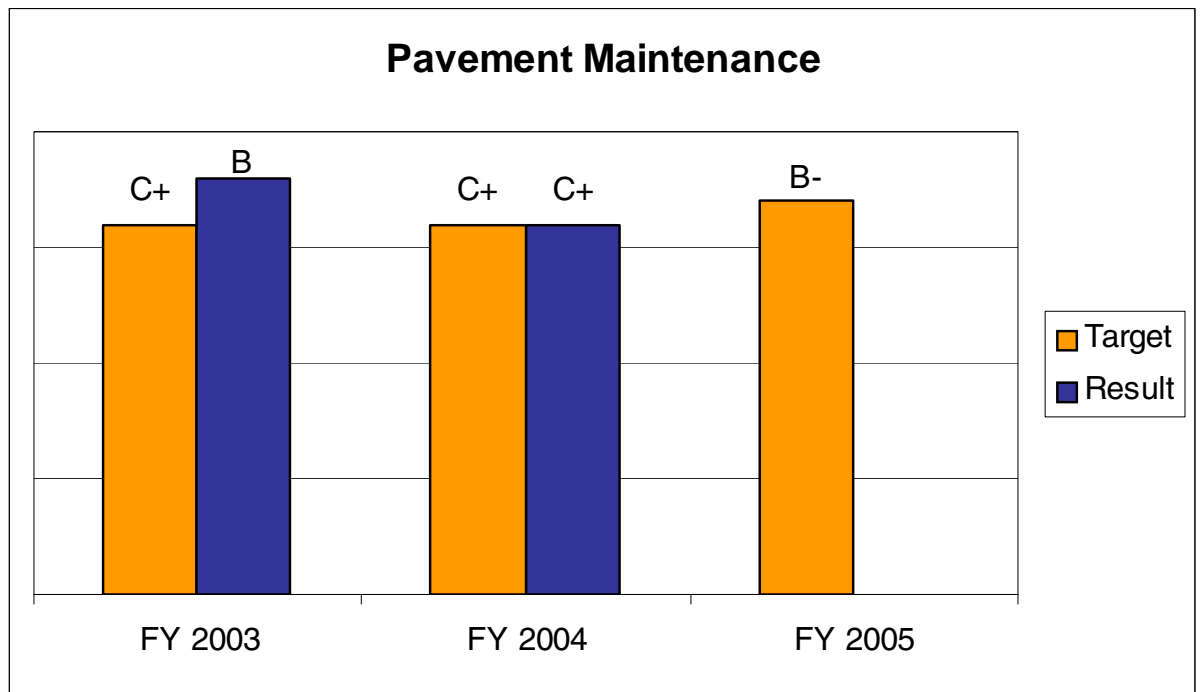
Pavement Maintenance

Goal: Through routine pavement maintenance, such as patching potholes and sealing cracks, UDOT aims to extend the life of the state's roadways and prolong the need to perform more costly preservation techniques.

Measure: UDOT uses a computerized maintenance rating system known as MMQA+. Maintenance stations across the state compile data, which is then entered into MMQA+. The system analyzes the data and assigns a letter-grade performance rating.

Performance Target: The target MMQA+ grade for pavement maintenance during FY 2004 was C+. A grade of A represents pavement in excellent condition. A grade of B represents some weathering of the pavement surface with few signs of distress. A grade of C represents pavement that is weathered and cracked but still serviceable.

Results: In FY 2004, UDOT met its pavement maintenance target grade of C+.



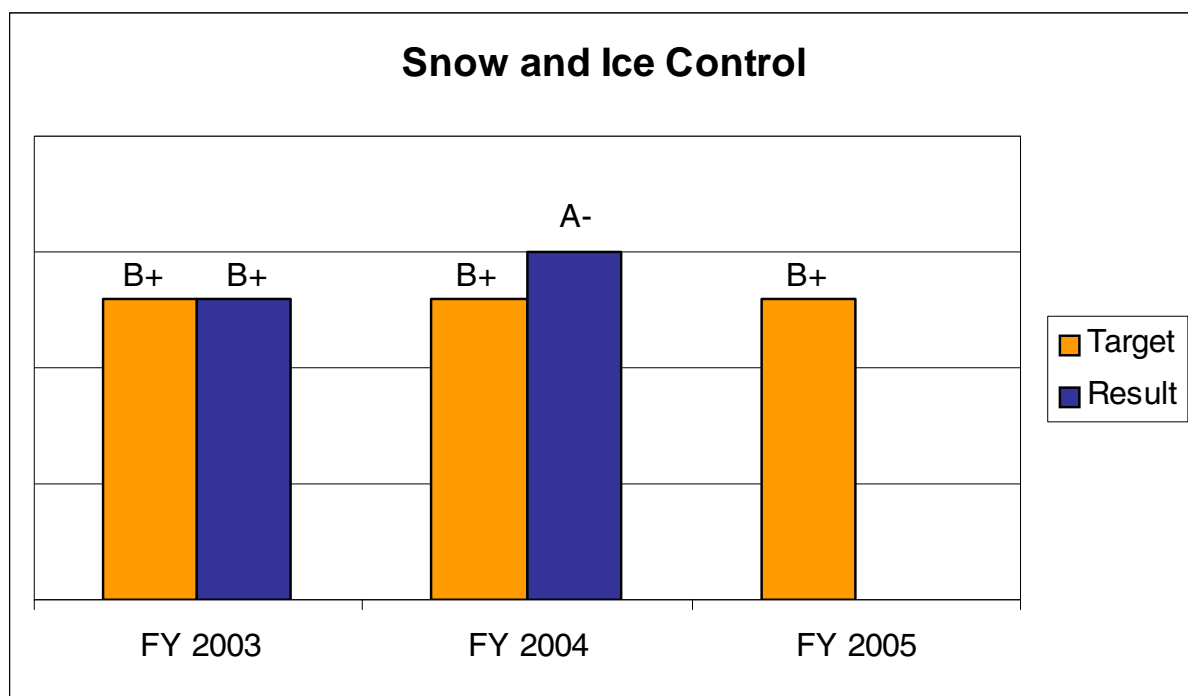
Snow and Ice Control

Goal: Keeping Utah's roads free of snow and ice during the winter requires significant manpower, equipment and funding. UDOT will work to ensure the safety of motorists throughout the state by efficiently removing snow and ice in a timely manner.

Measure: UDOT uses a computerized maintenance rating system known as MMQA+. Maintenance stations across the state compile data, which is then entered into MMQA+. The system analyzes the data and assigns a letter-grade performance rating.

Performance Target: The target MMQA+ grade for snow and ice control during FY 2004 was B+. A grade of A represents bare pavement conditions. A grade of B represents snow or ice building up occasionally. A grade of C represents snow or ice building up regularly.

Results: In FY 2004, UDOT surpassed its snow and ice control target with a grade of A-.



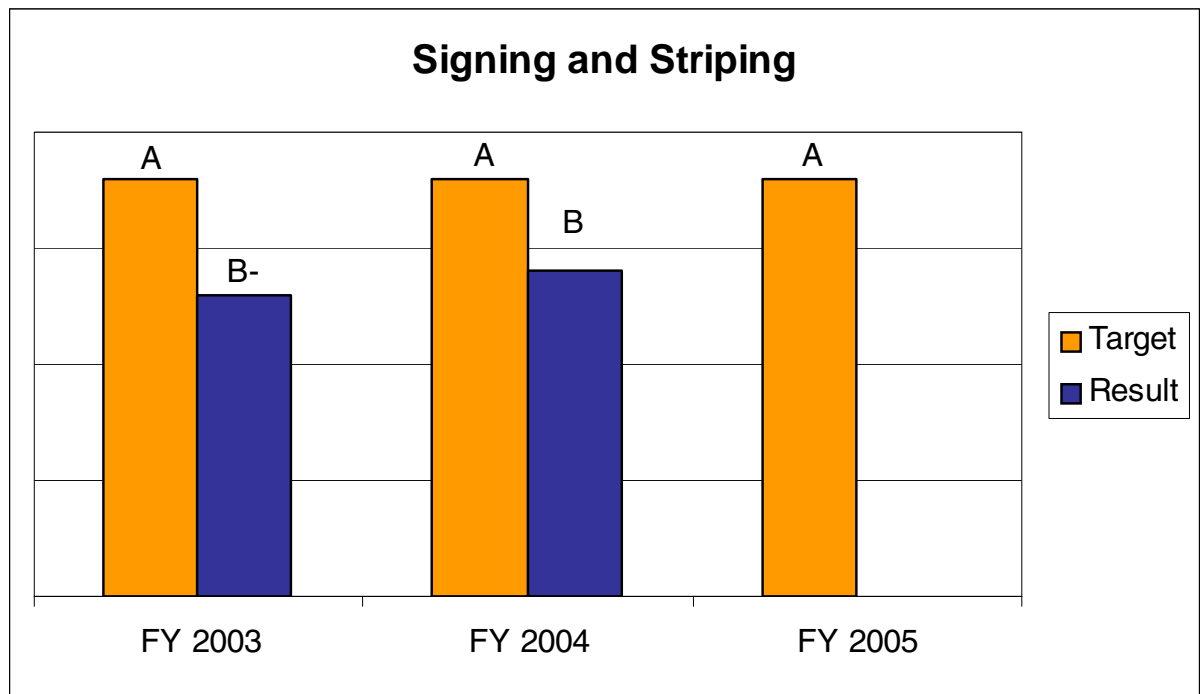
Signing and Striping

Goal: Signing and striping play an integral role in assuring both mobility and safety on Utah's roadways. By efficiently using its resources, UDOT can provide these high-value services to our customers at a minimal cost.

Measure: UDOT uses a computerized maintenance rating system known as MMQA+. Maintenance stations across the state compile data, which is then entered into MMQA+. The system analyzes the data and assigns a letter-grade performance rating.

Performance Target: The target MMQA+ grade for signing and striping during FY 2004 was A. A grade of A represents excellent daytime and nighttime visibility. A grade of B represents good daytime visibility and fair nighttime visibility. A grade of C represents fair daytime and nighttime visibility.

Results: In FY 2004, UDOT achieved a grade of B in signing and striping.



Incident Management

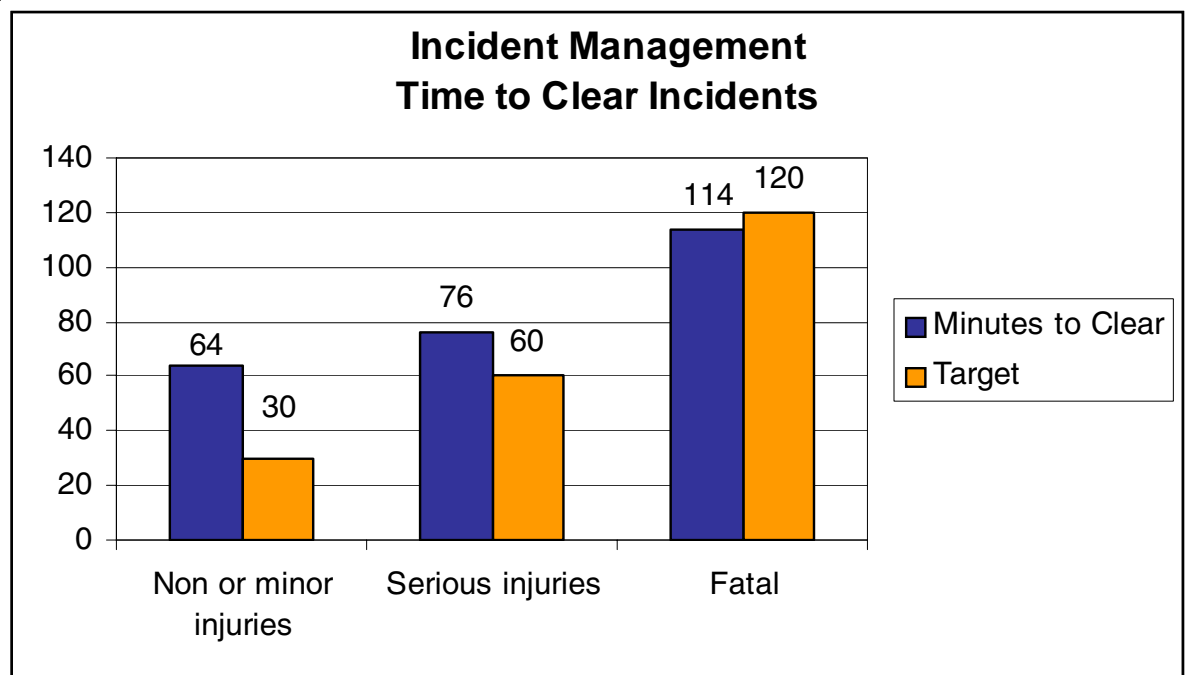
Make the system work better

Goal: Every minute saved clearing an incident (crashes, stalled vehicles, debris in the roadway, etc.) saves five minutes of traffic back-up and increases safety by preventing secondary accidents. Incident Management Teams (IMT) play an integral role in clearing incidents, increasing safety and restoring traffic to free-flow conditions.

Measure: The performance measure is the time to clear incidents. Targets include clearance of non injury, minor injury, serious injury and fatal accidents. The measurements are taken from the Traffic Operation Center's incident data records.

Performance Target: UDOT's Incident Management Teams are committed to clearing non-injury or minor injury accidents in less than 30 minutes, serious injury accidents in less than one hour and fatal accidents in less than two hours. Clearance time is measured from when the first report is made to police dispatch until all vehicles or debris are removed from the travel lanes.

Results: Non or minor injury accidents were cleared in 64 minutes, major injury accidents in 76 minutes and fatal accidents in 114 minutes.



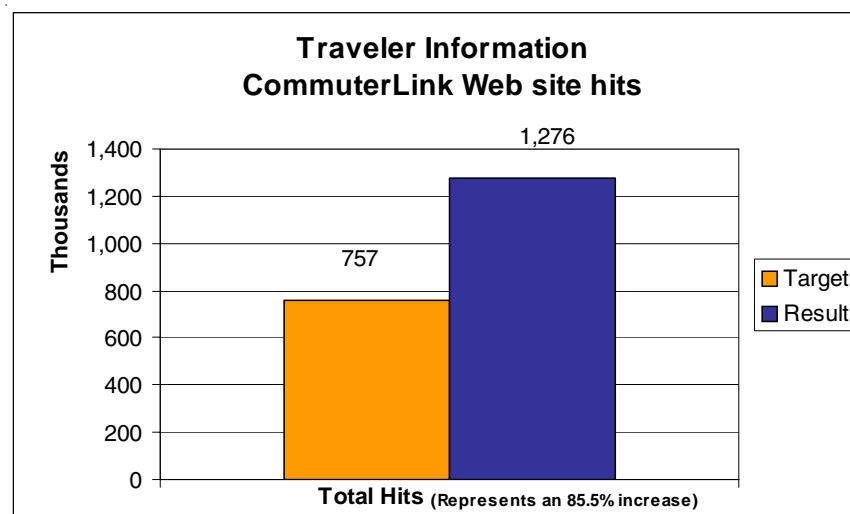
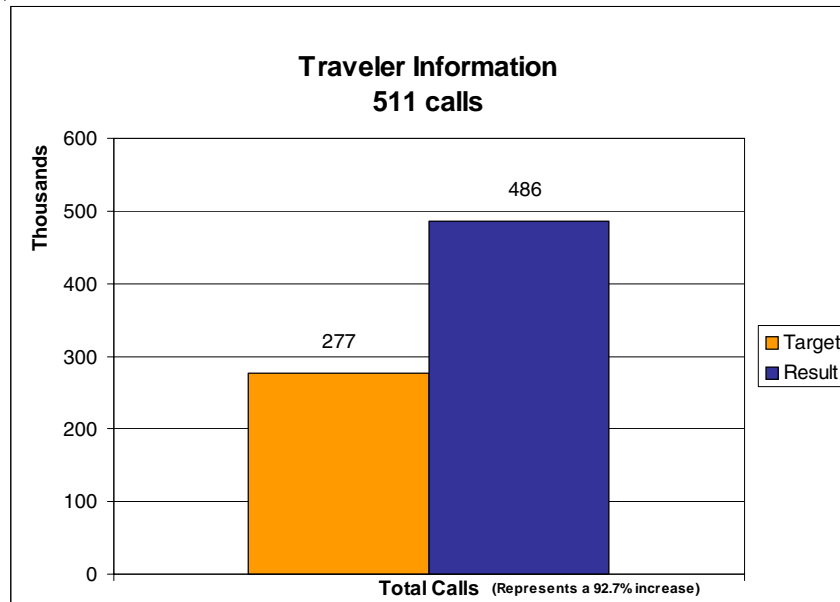
Traveler Information

Goal: The 511 Travel Information Line and CommuterLink Web site provide the public with information to make well-informed travel choices that can reduce delay time, accidents and improve air quality.

Measure: The number of calls to the 511 Travel Information Line is collected automatically and reported monthly by the 511 service provider. The number of visitor sessions to the CommuterLink Web site is collected automatically and reported monthly.

Performance Target: The number of calls to the 511 Travel Information Line and the number of hits on the CommuterLink Web site will increase by 10 percent each year. The assumption is, usage will increase if helpful and reliable information is made available.

Results: In FY 2003 the 511 Travel Information Line received 252,107 calls. In fiscal year 2004, usage increased by 92.7 percent to 485,930 calls. In fiscal year 2003 the CommuterLink Web site recorded 688,161 visitor sessions. In fiscal year 2004, visitor sessions increased by 85.5 percent to 1,276,421.



Reduce Fatalities

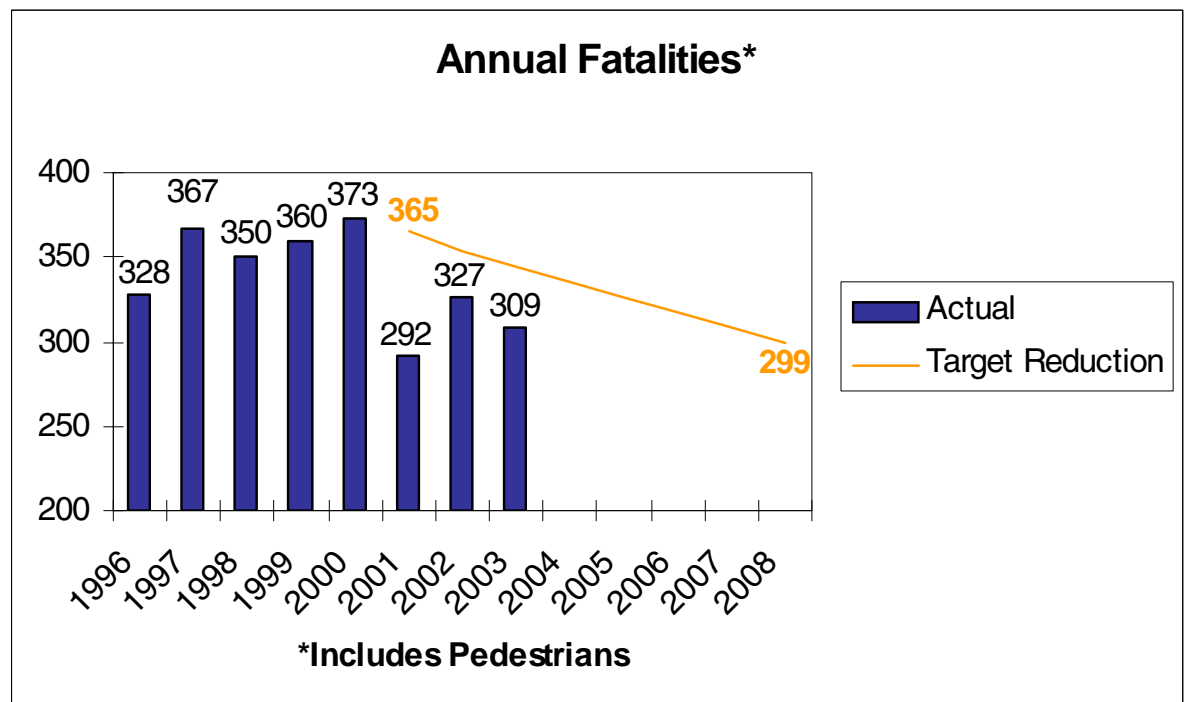
Goal: Annually, more than 300 people lose their lives on Utah roadways. Through the implementation of innovative safety programs and the identification of safety improvement locations, UDOT strives to reduce the number of traffic fatalities.

Measure: Fatality statistics are compiled using information from accident reports filed by law enforcement agencies throughout the state.

Performance Target: UDOT is committed to eliminating traffic related deaths by reducing fatalities by 2 percent every year. The 2 percent target reduction is calculated from a baseline projection of 365 fatalities in 2001.

Results: UDOT achieved a 6 percent decrease in fatalities from 2002 to 2003.

Improve Safety



Reduce Pedestrian Fatalities

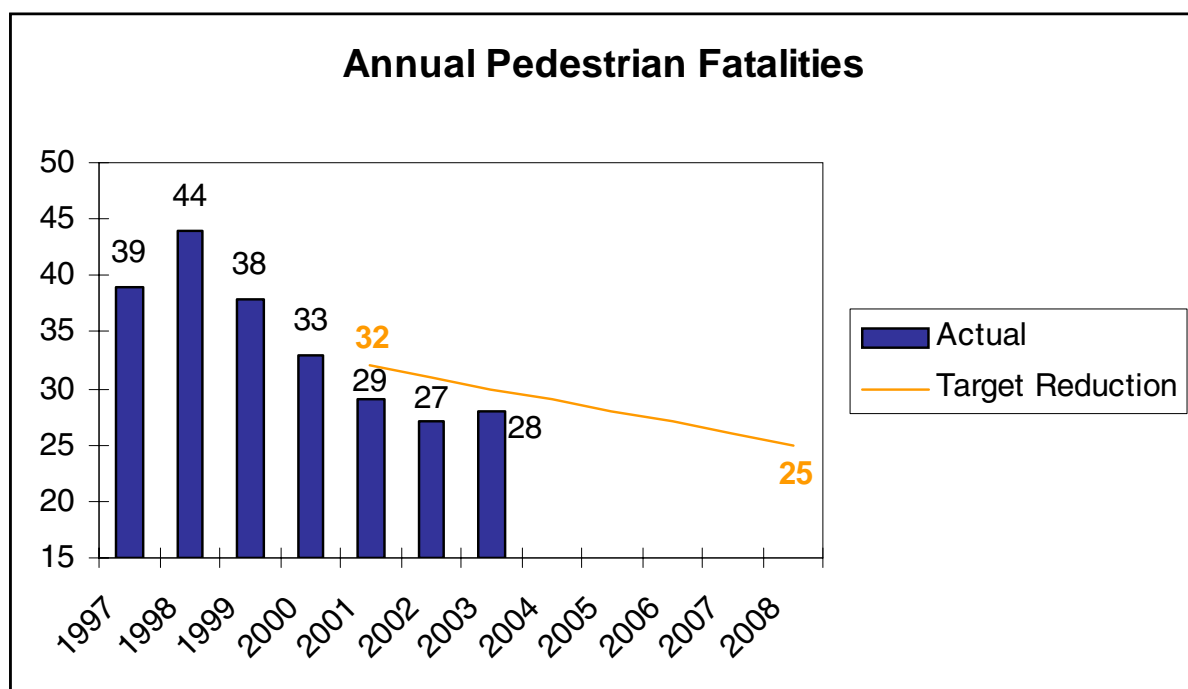
Goal: Through public education, school zone safety programs, trail enhancements and signal improvements, UDOT has challenged itself to make Utah a safer place for pedestrians.

Measure: Fatality statistics are compiled using information from accident reports filed by law enforcement agencies throughout the state.

Performance Target: UDOT is committed to eliminating pedestrian deaths by reducing fatalities by 2 percent every year. The 2 percent target reduction is calculated from a baseline projection of 32 pedestrian fatalities in 2001.

Results: The state experienced a 4 percent increase in pedestrian related fatalities from 2002 to 2003. However, the number of pedestrian fatalities (28) was 8 percent lower than the projected number (30).

Improve Safety



Goal: As population and traffic continue to grow in Utah, UDOT is committed to minimizing congestion while optimizing mobility and travel time.

Measure: In 2004 UDOT began a program to record average peak hour travel times on I-80 and I-15. Measurements will be made quarterly and tracked from year-to-year to measure the impacts of traffic congestion on typical commutes.

Performance Target: Baseline travel times must be established prior to setting a performance target.

Results: These travel times represent a baseline value for future performance measures.

Increase Capacity

